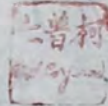


90 Dr. Ralph Mortensen
275 Rue Cully
Shanghai.

院醫督基肥合
LUCHOWFU CHRISTIAN HOSPITAL
HOFEI ANHWEI CHINA



May 2, 1946.

Dear Grace,

I got my baggage thru customs in one day and my radio thru in the second day. This is considered excellent time, for it is hectic these days.

Lyman Hoover met my ship when it docked Sunday, Apr. 28th. He had only that day been able to find a room, in the home of a friend of his at church that morning. I am with Dr. & Mrs.

Ralph Mortensen, a Lutheran preacher, in charge of the American Bible Society office here, and also assoc. pastor of the Community Church. He was born in Waukegan, Ill. I lived most of his life in Lambertton. I have a fine room all my own and need it, - with breakfast & supper - I don't know the cost yet - but it will be the usual cost - and still mission expense.

I saw the Friends Ambulance Corps folks yesterday. They have the bill of lading for the seeds, - but the ship with the seeds has not shown up yet. Tell Harold Adams to hold everything on the shipment of the other 7000 lbs of seeds until further notice from me. Freight steamers get rerouted & delayed these days. It is already too late for many of these seeds. Yesterday I called on my doctor Weller Quinn Han. He gave me a treatment. Said I needed some but that the scar was soft & stretchable.

I'll see him once every week while here.
Today (May 2) I am going to start after UNRRA.
I have my note book full of names, addresses, phone numbers, - from UNRRA, CNRRA, Amer. Red Cross, British Red Cross, International Training Relief, Amer. Advisory Committee for Chinese Relief, etc. I'll have a lot of "big work" to do, - but this is my big job for the next few weeks. No use going on to Hsuei without something tangible in the way of supplies.

Tues. evening, Apr 30th, Lyman Hoover phoned me at supper time saying he had received a Cable from Wenona stating, "Tell Corpron arriving May 11th, 'Marine Falcon' (Amer. Mail Line).

38 pieces baggage." The Mortensen's have agreed to take care of Wenona also until we both get our baggage thru customs and can accompany it on to Hsuei. You have to go with your things these days or lose a lot of it. Even parcel post packages are looted. The only safe way to send out anything real valuable is by some one. Cars are not safe in Shanghai in a garage with a padlock on the door. They break the lock unless some one sleeps in the garage.

I am quite sure I'll sell my car when it gets here. No word of it having started yet - at the Shanghai. Prices are even higher than I had hoped I may make even ²⁴⁰⁰5000.00

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院醫督基肥合
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over my cost, if reports are so. I couldn't afford to keep it if I can do this.

Do not plan on buying anything but food in Shanghai. Everything is simply too expensive figured in U. S. money. Here are a few things: -

article in U.S.A.	In U. S. A.	In Shanghai
Mary's Radio	U.S. \$35.00	U.S. \$325.00
D.O.C. pocket radio I brought	U.S. \$25.00 (new)	U.S. \$400.00 (I saw one for this)
Shoe polish one box (Mugget)	U.S. \$0.10 or \$0.15	U.S. \$1.00
Rice per don	U.S. \$1.00 (before)	U.S. \$23.00 (now)
a meal at Sun Yfa	U.S. \$0.10 (before)	U.S. \$1.50 (now)
Hair cut	in U.S. \$0.75	U.S. \$0.50 here

Hold everything on the truck. Don't say anything to Ross-Lynch yet, but I may be able to get an URRRQ truck. So just sit tight till further notice. Also a new regulation prevents importation of all trucks. Another crazy Chinese regulation to kill their own business.

Labor costs are wild here, especially on the water front. A Swedish vessel just unloaded its cargo. It cost twice as much for labor to unload as the cost of transportation from Sweden to Shanghai. So the vessel left Shanghai without a cargo. Too costly to load one. If a car is unloaded on the Pootung side,

it costs from $\$500.00$ to $\$1000.00$ to
move it across to this side. And so it
goes. A merry-go-round to destruction.

When you come bring everything worn a
little. Wear new shoes till they show
show it a bit, etc. Declare everything
as personal effects & place a
low value on your declaration.
You won't have to pay duty but
you must put a value on it.

A radio, a phonograph or record player,
typewriter, movie projector must be
declared & value stated. Declare value
of new things at 40% of what you
paid for it. That is the wholesale
value on which you pay duty.
Declare value of your radio at $\$15.00$ (used 1 year)
phonograph pickup at $\$15.00$ (used 1 year)
Avoid!

Medicine (750% duty) also crazy.

Piece goods.

Don't bring food - milk, sugar, flour.
Won't pay too much
Customs trouble.

You can bring more ammunition for
my guns, it will pay. I thought
I could bring only 200 rounds for each
gun. But I could have brought 3000
rounds all together.

To get me 1000 rounds of .22 long
for my rifle + 1000 " " 12 gauge
shells for my shot gun.
Love, Doug.

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P.S. I have cruised about the top floor of Wing A and written down a few notes on costs of furniture and luggage. In going over the rest of the store as I have time. But I'll write down a few items.

Net for a single bed	CNC# 94,000	(Exchange today 2,400)
mattress for " "	\$387,000	(US\$159 ⁰⁰) for 1940.
Plain, light wt. dining room chair	29,000 each	
Cheap single iron bed & ^(cheap looking) chairs spring	39,000	
Folding Canvas camp cot	43,000	(US\$20 ⁰⁰ worth \$2 in 1940)
Round wood stool (like Hoxpatok)	16,000 each	(US\$7 ⁰⁰)
Large round iron bedstead - no spring	228,000	(US\$100 ⁰⁰)
Plain oak chair, dining room	77,000 each.	
Chinese made Hoxf bed with round-up backrest & knee band	447,000	
Cheap looking over-stuffed divan (not a bed)	CNC# 1,050,000	(US\$550)
" over stuffed chair (comfortable)	340,000	
small Wardrobe trunk (Chinese make)	85,000	(US\$40 ⁰⁰) Worth about US\$200 before 1941
Corey	9,200	(US\$40 ⁰⁰) Worth about US\$0.25 before 41
Small steamer trunk	254,000	(US\$106 ⁰⁰) Worth \$3000 or \$4000 in 1940.

I attended the Shai Rotary Club this noon and met some prominent men.

6 P.M. 5/2/46 I had a conference with Dr. T. S. Tsiang, director-general of CNRRA. I told him of our meeting of missionaries at Indianapolis, and my decision to give up a good practice & return to Hsfei, on the strength of the request he had made, thru the American Advisory Committee, for the return of doctors, nurses, and other old missionaries for cooperating with UNRRA in rehabilitation work. I said I had finally disposed of my practice

had obtained passports & passage, and was now at his service to cooperate in the program of rehabilitation for Central Anhwei.

He said money had been assigned but not made available yet. But would be divided up upon arrival. The same old promises but no "bird in the hand."

I did get a letter to the customs to admit duty-free all the 38 pieces of baggage Wenona is bringing; also duty on my car & trailer "since it is for use in my work in Ho fei." Now I haven't figured out yet how to get about that, since I intend selling. Perhaps I'll find "that the passenger is not practical on these roads, so will have to sell it to obtain money to purchase a truck." Always a way to get around something.

I will still need to do a lot of work - ing on Dr. T. F. Tsiang before I am ready to resign myself to promises. All I have is duty-free and transportation of our things from Shanghai to Ho fei. He has a transportation set up working & has given me a letter to his head

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transportation man to handle hospital, Wenowai, & my baggage to Hefei via Pengpu. I won't leave Shanghai without drugs & supplies, lumber, cement, and other supplies for repairs & to actually handle medical cases. I am going to camp on him until I have "a bird in the hand" or know that such is not available. And I'm going to pressure him with the argument "I quit my good income & practice because you asked me to — so now it's up to you to give me something to work with." So I'm not going after supplies from other sources until I have first exhausted the possibilities with UNRRA & CNRRA.

I have written to Tyrel & asked what supplies they need. I'll send those up to them & Dr. Kung can use them until I get there. I'm going to get this promised relief help settled before I budge. I either get it or I have something to report to Orville Douglas. ^{May 2nd} I have a letter from Tyrel, at the Mission Treasurers, I learned Dr. Kniss' address. Last night I called on them. He was sick in bed. Had been there for six weeks. He

had been working too hard and has developed pulmonary T.B. His rt. apex shows trouble. They will probably soon use pneumothorax treatments (injection of air in the rt. chest to rest that lung). Mrs. Kiess looks fine; and they have a darling baby Susie (Susan Margaret Kiess), 16 months old. She was born over the turn of the year of Dec. 31st 1944 & Jan. 1, 1945. So they could decide that her birthday was in either year. They decided to make it Jan 1, 1945. I am enclosing a picture they gave me for you.

I must bring this letter to a close and get it into the mail. The Breckinridge may still be in port. If so I'll send it that way & save 64¢ P.O. Love to you all,

Doug & Dad.

Oh yes! This is the season for the "Cocola" cuckoo bird. I hear it every morning while I'm dressing.

P.R.#2 a navy man is mailing this thru his A.P.O. (no but don't you try to send thru him because it won't work). S.S.

May 7th, 1946.

Mary Hill Brown, M. D.,
5287 Sunset Blvd.,
Hollywood 27, Calif., USA.

Dear Dr. Brown,

I so appreciated your steamer letter, which was delivered to me after our ship sailed. It was very thoughtful of you, as also you were in picking out all of those fine records for our China use.

We had a very pleasant voyage all the way, with nice sunny weather most of the way. There were 250 passengers aboard, all of them on some serious business. Not the usual tourist crowd. These folks were returning missionaries who had been out for years before and were returning to reopen war damaged work or property. None of them young but all seasoned folks. Others were representatives of our State Department on official business. Again others were businessmen returning to reestablish crippled businesses. There were many Chinese officials. One, Mr. Li Ming, is a banking wizzard and the chief adviser of Gen. Chiang Kai-shek and the National Government. He is Director of the Bank of China and the Central Bank of China; chairman of the Shanghai Bankers Association; and president of the Chekiang Industrial Bank. There was Mr. C.S. Liu, of the Ministry of Communications of China - in charge of railway administration; an executive of the Bank of China; in charge of the Chinese Finance Development Co., and thus appointed to create cooperation between China and USA finance. We had Dr. Y. C. (James) Yen, Educator extraordinary, founder of the Mass Education Movement of China. Dr. J. Leighton Stuart, president of Yenching University, who was in a Japanese prison camp for four years, was with us. And many other famous persons were on with us.

When I saw this passenger list I wanted to hear them speak; so I took it upon myself to organize a traveling University, got them all to speak on their own interests. We had a Seminar for Sino-American Cooperation, each famous person talking on the subject from his point of view. I had the privilege thus of getting well acquainted with each one and introducing him at the daily evening meetings. The trip of 13 days only was all too short. We didn't have time to get everyone in on the program that we wanted to; so at last we had afternoon sessions also.

I was especially fortunate in being a fellow passenger with Dr. Jimmie Yen. He and I have a very dear and mutual friend in Justice William O. Douglas of the United States Supreme Court. Justice Douglas and I were kids together in Yakima Washington and climbed mountains together, even saved each other's lives on one cliff climbing expedition. And last summer I organized a mountain-climbing party and he and I and a few other boyhood friends of Yakima had a "father and son" climb of Mt. Adams in Washington. As a result of our friendship I have throughout the years interested Justice Douglas in China; so much so that he has made it a point to become friends with all of China's official representatives in Washington.

He is a great friend of Dr. James Yen and has made it possible for Dr. Yen to meet the right people in America to support his Mass Education projects; such as Nelson Rockefeller, Marshall Fields, etc. So Dr. Yen thanked me for interesting Justice Douglas in China years ago.

Justice Douglas informed me that he was also

my humble home as headquarters while in China and me as his guide and interpreter about China, while he meets Official China and studies Chinese Law Courts.

Miss Wenona Wilkinson, of our Hefei Station, whom you have met I am sure, is on the high seas and due to arrive in Shanghai in five days. I am staying here in Shanghai until her arrival, have a room ready for her, and will meet her ship. She has 38 pieces of my baggage with her; mostly hospital equipment, things that she is bring along because she sailed from Seattle where I had been accumulating it for shipment.

I have now had a week to work on the business of getting UNRRA and CNRRA relief help for Hefei. These two organizations are bogged down with administrative bungling. Too much staff in Shanghai and almost none as yet out in the provinces where the starving people are. The Shanghai streets are clogged with American jeeps, trucks, and what-have-you running about on "official" errands when they should be out in the sticks carrying help to the refugees. All I have been able to get for our hospital in a week is my hospital baggage admitted duty-free (which doesn't cost them anything) and transportation on the train as far as it goes to Pengpu, Anhwei, which is just 100 miles from Hefei. They have no solution for this problem and so far have given no relief to the Hefei district, which is now the capital city of Anhwei Province. It makes me sick to think that these billions have hardly yet penetrated the confines of the Shanghai area.

The first need is transportation, as Ex-president Hoover observed here this week. Transportation needs repairing of the roads and railroads so that relief aid, the warehouses full of food and supplies piled up here in Shanghai, can get out to the people needing it. There is not even a road good enough today to permit a truck to go from Shanghai, the chief port, to Nanking, the Capital of China; a distance of 270 miles. That could have been done four months ago if so many forms in "triplicate" had not been needed in the offices of UNRRA and CNRRA (the Chinese counterpart). I'm taking it upon myself to be a mouth piece for a million people in the Hefei area; I have been appointed correspondent for one of the best Shanghai newspapers, and I hope to do a little missionary work of this kind--on the side.

After considerable study and by the admission of the Director of CNRRA I find that my most urgent need is a truck to transport drugs, hospital supplies, beds, xray, electric light plant, operating room equipment, etc. from the railroad (100 miles from Hefei since the Japanese stole our railroad to Hefei) to Hefei. There is little use in dumping good equipment 100 miles from Hefei and then have to leave it there. So I must buy a truck. I was able to obtain a new Army truck for US\$3152.25. It was declared "surplus property". I had to act quickly; no time to write or cable back to America for help. The truck would have gone in an hour, as did twenty others made available at the same time. This is a cost price. I cashed in US\$320.00 of my American Express checks, in hand for my personal expenses, in order to make that 10% down payment necessary to hold the truck. This gave me time to look about for help with the rest of the money. I found the cash,--I needed cash--from an automobile man, the son-in-law of Mr. C. A. Burch, one of our China missionaries. He took my sight draft for the cash. I drew the sight draft on what is known as the "Corpron Rehabilitation Fund", which was given by many friends and patients in Yakima, to be used in medical needs here. Most of this is needed for things already ordered and on their way or for other planned for needs. I just borrowed it in this emergency that needed quick action. You see I have been given the responsibility for re-open-

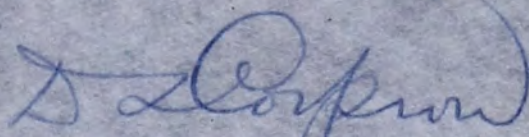
I wonder if I am presuming too much in appealing to you to help me get this money for the Hospital Truck. I know you are interested in this kind of Christian endeavor and am taking the liberty of asking you to try to get it for me if you will. According to regulations of our Mission, I am not at liberty to approach a church or church organization for funds; but I am free to ask an individual. So perhaps you would know just the right one in your church who would like to give this gift. Before you do anything at all about it I would like you to show this letter to Brother Kleihauer and ask his advice about it. If such a gift is forthcoming it could be sent in through the Hollywood-Beverly Church Treasurer as a designated gift, an "over-and above" gift; but the church gets credit for that kind of a gift although it doesn't count on the regular giving to United Promotion.

The money should be sent in to replace the Sight Draft I had to draw from the "Corpron Rehabilitation Fund", and should be explained to the UCMS as such when sent in.

Miss Wilkinson and I will make our first trip to Hefei with bag and baggage from Pengpu, Anhwei (on the railway) across to Hefei. We can't go all the way from Shanghai yet for the roads have no bridges yet. I will probably need to ship the truck by train to Pengpu, at a cost of about US\$900.00. I don't know where that money is coming from but I have faith and we'll get it from somewhere. I can borrow it in the meantime from my children's college fund, if that becomes necessary. That is, you see, how I feel about the great need for this piece of equipment.

I hope I have not been too presumptuous in this request for help. Grace and I feel, however, that you good people in the Hollywood-Beverly Church meant what you said when you sent us back to China, that you were back of us and to let you know our needs.

Sincerely yours,



D.S. Corpron, M.D.

LUCHOWFU CHRISTIAN HOSPITAL

Still in Shanghai, May 8, 1946

Dear E. K.,

I have now been in Shanghai eleven days. The first two days were occupied with putting my personal baggage thru the customs; the first, for my baggage and the second for my radio. I was told before leaving the States by the Chinese Consul at Seattle that he had recent information that a radio could not be taken in. But that is absolutely incorrect. There were probably over fifty radios taken in by passengers on our ship. It is legal; just a bit of trouble. I did it in a day by going the rounds of the Customs House desks personally and then over to 872 North Szechuen Rd. for the official permit (huchiao), and then back and around again at the Customs House, then paid my money and got my radio out of the bonded room at the customs jetty. By being a missionary doctor, and being humble and gracious, everyone was very helpful all along the line. My radio, an 8-tube Hallicrafter S22 R, cost \$74.50 new. I had tried it out before sailing. At the Customs Head Desk, the man asked me what value I wished to declare. I showed him my receipt for US\$74.50. He said, "That's too much. You are allowed to declare 40% less than the wholesale price. I asked him what that should be. He said, "Oh, about \$40.00". Somewhere along the line someone asked me if this was a used or a new radio. I said, "Well, it is practically new. I used it only a couple of weeks before sailing." "Then it's used," he said. And he changed the \$40.00 declared value to \$30.00. And that is what I paid duty on. There was a fee of about \$1.25 (US) for the huchiao. I paid US\$9.00 duty on the radio. I go into details in this description because it bothered me before sailing and I know others still to come out will be glad for this information.

For 9 days I have been doing a lot of "leg work" trying to obtain relief aid from UNRRA and CNRRA. UNRRA will do nothing except refer me to CNRRA. CNRRA says "So sorry, please; we have nothing to offer you yet, but it is our plan fully to repair all former hospitals and completely equip them and give them all needed drugs and supplies. We are just waiting for UNRRA to turn such over to us." That was from Dr. T.F.Tsiang, Director General of Medical Relief of CNRRA. He is the one who asked the American Advisory Committee of Chungking to send all Mission Boards that URGENT call to all "Doctors and Nurses and others experienced in relief work" to come out immediately to help administer the enormous funds and ~~supplies~~ available.

To Date exactly all of the help I have been able to obtain is a promise of FREE TRANSPORTATION FOR MY HOSPITAL SUPPLIES, THAT I BROUGHT OUT FROM AMERICA, FROM SHANGHAI TO PENGPU, ANHWEI, which is still 100 miles, by bad dirt roads, from Hefei. They would not consider helping me in any way with present or future transportation from Pengpu on. I have approached them kindly and tactfully from many angles but still there is no more actually forthcoming than just the promises they made to Mr. Goulter last November. There are marvelous paper plans for rehabilitation of the suffering, starving, sick people in the interior, but to date the only relief aid has stopped very close, within a few

miles, of the borders of Shanghai; and Shanghai doesn't need it.

I first approached Dr. T.F.Tsiang. I said, "Dr. Tsiang our mission received your URGENT REQUEST for the return of doctors and nurses and other experienced missionaries and all of our China missionaries were gathered into a conference at Indianapolis in Oct. 1945. We voted to return in answer to your urgent call. I had a very fine practice in my home town and had to arrange for another doctor to take over my office and patients before I could get away. Finally this was accomplished, I obtained a passport and passage, and here I am ready to do whatever I can to cooperate in your relief program. I have no preconceived ideas of what to do. I just want to fit in." I tried thus to put it up to him and see what he would do about it. Well, so far there is nothing for me to do but go in to Hofei and sit down and wait for something to happen. That is if I follow his suggestions. I said I wanted to go in with drugs and supplies, for my Chinese staff had already been on the job since last November trying to work without drugs or equipment, save for a very little trickle obtained from the British Red Cross.

I am now getting more encouragement from Dr. Otterbridge or the International Relief Committee in the Missions Building. He is co-operating with some other relief agencies also headed up by missionaries (not UNRRA top-heavy staff members and CNRRA idealism but impracticalness) and there are actually some drugs and some material supplies that one can obtain and work with. So I'll go in with something to work with. But not from UNRRA's or CNRRA's enormous, yes enormous supplies.

As ex-president Hoover noted, and as Dr. Otterbridge pointed out to me before that, the big problem that UNRRA has not started with, but which should have been tackled long before this, is transportation into the interior. Roads should be repaired so supplies can be transported to the people that need them WITH the thousands of army, UNRRA, and CNRRA trucks that are now mostly used on the streets of Shanghai transporting personnel about on official duties or to and from the office desks. The only really loaded trucks are privately owned ones, and they are much, too much, overloaded. They have to carry a pay-load.

Dr. T.F.Tsiang admitted with me that my first and greatest need was for transportation from Pengpu to Hofei. He referred me to the CNRRA Finance Department, and they offered to sell me an Army (new) truck for US \$3500.00. I asked why they could not give it to me since their promise to "fully repair and rehabilitate" my hospital. But that was refused. Later, I found that on top of that price customs duty had to be paid; and I asked them if they would recommend to the Customs officials that the duty be called off as this was for a charity hospital. They said "no"; that the money was needed for building cotton mills, which would eventually help the people and be for their relief. With the promise of something definite from the IRG I wasn't too overly anxious for my own hospitals' needs; but I wanted to run this thing down and see just where a Mission Hospital stands, and just how much the glorious promises, made to us while in America, meant. I am not through yet, and have a lot more angles to work on them.

But there is no use of my going to Hofei until I have solved the truck problem. I appealed to Mr. Lew Carson, Mr. C. A. Burch's

son-in-law, for advice. He is manager of the Reliance Motors, Fed. Inc. and Secretary-Treasurer of the foreign Automobile Firms in Shanghai. He advised me of a chance to buy an Army Surplus truck, being offered by the Foreign Liquidation Commission just now at below cost price. There were a few left but going fast. I bought a (2½ ton truck) for US\$3152.25. Mr. Carson advanced the cash on my Sight Draft on the "Corpron Rehabilitation Fund". That is much more than I had figured for that purpose from that fund (I had planned on it being about US\$2000.00 with transportation & duty). So now I'll have to find some individual who wants a good project to replace this in that special fund. I have decided to sell my passenger car, now that we can have this truck to take things into Hofei. I had planned on using my car as long as necessary or until a truck should be made available. I find that right at this particular time just before the new passenger cars come on to the market, a used passenger car in good condition will bring a very high price. Enough so that I can get out of it all that I could in USA and enough more to buy a truck. So I felt safe in taking up this Hospital Truck while I could get it. I could turn around and sell it the next day for more than I paid for it if I wanted, for there were many motor transport companies that were fighting to buy them by the dozen, but were only allowed five per company. Now I have to figure how to get his truck to Pengpu. The bridges are out between Shanghai and Nanking so road travel is only possible for this third of the way and the last third of the trip at this time. It will be two months before the road will be through to Nanking. But our problem is not just for this month, rather for years to come. I can send it up by train, but that would cost me US\$900.00 more. So I am trying to work on CNRRA for them to send it there. They could if they are willing to pay the cost. We'll see. Wenona, and the Hospital, and I will have around 75 trunks, boxes and barrels of supplies to take in with us this one trip. We probably will have to do it in several trips from Pengpu to Hofei.

For the information of all coming later, I have gone about several stores in Shanghai where prices are average and have made a list. Most things, personal and household, can be purchased here in Shanghai, or substitutes of what you wish can be obtained, if you wish to pay five to ten times the US\$ cost. But you will save from three to five times the American cost plus the transportation to China and the customs duty by buying at home. I am going to ask Grace to buy more household needs, furniture and utensils, or bring what she already has with her when she comes in the fall. I am not going to buy any household things for our Hofei home in Shanghai. I am just going to camp along with the kitchen stove, the daveno, the overstuffed chairs, the light plant, the electric refrigerator that I have already sent out. We have our old dining room table and buffet left from the looting.

The value of the US dollar here is less than its buying power in USA now. Formerly labor and food cost about 10% of American costs for the same article. Now it is 300% to 500% of present American costs. That is my ten day's observation. The following list of items I will translate into US money. Exchange rate is from \$2100 to \$2600 per US \$1.00. Exchange is not stabilized. It varies from day to day, as before the war.

Article	Present price	Former price	USA price
Hair cut.....	US\$1.00	US\$0.05	US\$0.75
Common day labor.....	4.00	0.10	7.00
Single bed mosquito net.....	47.00	?	?
Single bed mattress, cotton.....	193.00	?	35.00
Plain dining room charis, cheap looking.	19.00 each	2.00	5.00
Cheap iron bed stead.....	69.00	?	6.29
Folding canvas cot.....	21.00	1.50	5.69
Round wooden stool.....	8.00	?	1.00
Large iron bed stead without springs....	114.00	?	11.95
Oak chairs, plain.....	36.00 each	3.00	5.00
Hospital bed with back rest, and knee rest	228.00 Chinese	?	?
Cheap looking overstuffed devan.....	525.00	?	70.00
" " " chair.....	274.00	?	92.75
Small ward robe trunk.....	42.00	1.50	29.00
Corey.....	4.50	0.50	?
Airplane suit case	19.00	?	19.00
Steamer trunk.....	127.00	?	50.00
Lineoleum 6 ft. per yard.....	35.00	?	2.33
Ladies shoes, Chinese make.....	42.50	2.00	7.00
Men's shoes, Chinese make.....	45.00	2.00	7.00
Douglas make mens shoe.....;	50.00	2?	11.00
Electric fan (10")..Chinese make.....	80.00	?	20.00
1 burner hot plate.....	7.00	?	2.79
Best Shanghai made bike.....	215.00	6.00 Amer.	34.75
Flash light batteries.....	.50	?	.15
Yardage for silk dress.. per yard.....	8.50		
" tapestry design....."	24.00		
" woolen"	27.00		
Yarn... per lb.....	9.00		
Shody ladies jackets..... and coats....	75.00 to 125.00		
Wool suiting....per yard.....	40.00		
Cotton suitable for dresses.. per yard..	12.00		
Blue coolie cloth, per yard.....	1.20		
Canvass per yard.....	2.00		
Table cloth, plain 54" x 54".....	7.00		
Dish towels..... 22" x 22" per doz....	4.00		
Plain hand towels 18 x 36 each.....	3.20		
Steamer blankets.....	27.00		
Blue all wool blankets 60 x 84.....	38.00		14.89
Hallierafter portable radio.....	\$1100.00		75.00
Rattan chairs, each.....	37.00		
Round table to match.....	60.00		
Magazine stand to match.....	42.00		
Setee to match.....	100.00		
Thermos bottle 2 qt. Chinese make.....	6.00	US1.00	
Whiteway-Laidlaw			
Klim per lb tin.....	1.50		
Klim per 5 lb tin.....	7.00		
Ralstons corn flakes 1 lb 2oz pkg.....	.50		
Men's leather jacket	75.00		
Rain coats, local make.....	27.00		
Wool suiting per yard for women's dresses	27.00		
Mens linen handkerchiefs.....	.70		

Cotton sox per pair.....	.60		
woolen sox per pair.....	3.00		
Mens leather gloves, not lined.....	6.00		
Ties.....	6.00		
Silk neck scarf	5.00		
Men's sweater, neckless, sleeveless	10.00		
Men's caps.....	3.00		
Bobby sox, cotton.....	1.00		.20
Oiled-silk kitchen apron.....	3.00		
Ladies cotton hose.....	1.00		.25 to .35
" wool "	4.00		
" chiffon "	6.00		
Lip stick..... one stick....	1.00		1.20
Waterman fountain pen	20.00		8.75
Bobby pins, 12 on a card.....	.25	50 pins	.17
Cheap hatchet.....	3.00		1.00
Cheap water glasses.....each.....	.75		
Light weight aluminum sauce pans 2 qt.	3.00		.67
" " " " 4 qt.	8.00		.80
Odds and ends--dinner plates, each	1.50		
Mans' good American felt hat.....	23.00		15.00
Kodachrome, 8 mm movie film.....	6.00 each		3.77
Eastman, 8 mm movie camera plus tax...	87.52		500.00
Contax, camera when available.....	300.00		1000.00

There are many good cameras available everywhere, new and second hand, both they run from US\$800.00 to US\$1500.00. Not even to be considered; not near enough their value to even make one's mouth water. So it is best to wait until the American market releases photographic equipment again and then send it by mail, paying whatever duty is asked, and you will be hundreds of dollars ahead. I predict that these terrible prices on cars, cameras, and radios will take a tumble within the year.

It is good to get back into the swing of the old life in China again, after the hectic days in America in a private practice during war times. I can forget the inflation and the high prices and enjoy my "afternoon tea", and other routines of China that we took no time for in USA.

Friends in America asked me to inquire about the cost of Peking rugs in Shanghai. Now is the wrong time to buy such for the price will come down in a few months. In Sept. 1941 I priced them and sold at US\$1.00 per square foot for the best quality rugs. Now the same rugs are available in small numbers and small choice of sizes at US\$8.00 to US\$10.00 per square foot.

The lady of the home where I am staying here in Shanghai tells me that bread is bought at US\$0.25 per loaf, butter is unobtainable and peanut butter is used as a substitute.

Well, those are some of my first impressions for what they may be worth to someone. I will be ordering whatever I need from Montgomery Wards from now on. The only catch in that is that the Chinese mails are very unreliable--things are stolen from the mails regularly. Magazines are lost over half of the time for they will bring such a high price when sold on the street. Formerly a garage with a padlock on the door was a safe and good way to store trunks and boxes. Now that is a thing of the past. A car cannot be left in a garage without a coolie sleeping in the room with it. Locks are regularly broken off and things stolen. That, again, is because the inflated value of THINGS is such that it is worth taking the risk to steal.

Sincerely yours,
D. S. Gordon.

275 Rue Culty, Shanghai, May 19th, 1946.

Dear Grace,

Three weeks ago today I arrived in Shanghai and was met at the wharf by Lyman Hoover; and still I am in Shanghai and still not sure just when I'll get off for Hefei. With everything so topsy turvey in China today it takes so much "leg work" to get things done. I have had to give up on the UNRRA-CNRRA set up for help; and am now working on other agencies, with missionaries in charge. Here I am getting somewhere. I will have turned over to me sometime this week what drugs and equipment they have on hand, and will then buy from J.D.Chang & Co. other urgently needed supplies for immediate use and take them in myself. It will be just like in the old days, when self independence was necessary.

Everyone is also complaining about the enormously top-heavy organizational White Elephant, which is UNRRA-CNRRA. It is so big in organization and staff of experts that it takes sales of relief supplies in order to get money for administrative expenses over and above that allowed from America. I believe Dr. L. S. Morgan was not exactly right in his testimony that 90% of UNRRA supplies were being grafted by racketeers and only 10% given to the needy for which it was intended. But he was correct to the extent that around 80% to perhaps 90% is being wasted by mismanagement and to support expert personnel (in that respect it is giving relief) in the Shanghai UNRRA-CNRRA organization; and it is safe to say that about 10% only is getting to the needy for which it was intended. Most of that 10% is issued here in Shanghai the one city in China that least needs relief. Shanghai is the richest city in the world today. The stores and shops and street counters are flooded with food, cloth, cameras, radios, etc. if you can pay the price (five to ten times the USA ceiling) and these things are being sold. Everyone, nearly, in Shanghai has money to spend, most of all the laboring man. Formerly labor was China's cheapest commodity. Today it is the most expensive commodity, and then not more than one third as efficient as American labor. It takes more than three Chinese workmen to do the work of one American workman.

I attended a medical missionary meeting yesterday and will be at a medical dinner tomorrow evening when missionary doctors meet with National Health authorities to discuss the Mission Hospital situation. As the Hefei correspondent for the Shanghai Evening Post and Mercury I have written an article about yesterday's meeting. Here it is:-

MEDICAL MISSIONARY FORCES STIRRED INTO ACTION BY UNRRA-CNRRA INACTION OUT IN THE PROVINCES.

An unofficial but quite representative group of old and experienced doctors, both Chinese and Foreign, met today in the Lester Chinese Hospital to consider action necessary for Medical Relief for the Chinese suffering populous in the interior, formerly served by Missionary Hospitals, but now without medical attention because of the destruction or looting of these institutions by the Japanese forces.

After considerable discussion resolutions were adopted which may be summarized as follows:-

- 1- To formulate a letter to be forwarded to all Missionary Boards in America and England that have been supporting medical work in China, informing those Boards of the facts regarding the 1944 promised help from UNRRA-CNRRA to "completely repair, reequip, and supply" mission hospitals destroyed by Japanese forces in the occupied areas. To inform them to disregard the rosy promises of UNRRA-CNRRA for material help in repairs or equipment; that Missions must be prepared to "stand on their own feet" and be prepared to do their own repairs, reequipping, and furnishing their own medical and surgical supplies; that there is such equipment in China at the disposal of UNRRA-CNRRA, but that there is no known "planned policy" for the requesting of NEEDED supplies and equipment nor any known "planned policy" for distribution or allocation of the ARMY#DUMPED miscellaneous supplies; That distribution is made, seemingly, to CNRRA Regional Directors putting up the loudest holler, rather than according to known needs

of all areas.

2- To request homeside mission boards not to become discouraged by the breakdown of the promises of "full repairs and reequipment" of their hospitals in China, but to send out Doctors and Nurses anyway, for the greatest need is for Christian personnel, both foreign and Chinese, to render Spiritual relief by building up Morale in the hearts of the desperately discouraged people; and to aid them medically as supplies become available. To request the home boards not to withhold personnel just because promises made by UNRRA-CNRRA in their cablegram through the American Advisory Committee in Chungking, viz. "UNRRA REQUESTING US ADMINISTER GOODS ET FUNDS AFTER EMERGENCY PERIOD LAIGE PERSONNEL REQUIRED STOP REQUEST YOU APPEAL MISSION BOARDS SEND DOCTORS NURSES AND MISSIONARIES CAPABLE DOING RELIEF WORK CAN BE ASSIGNED AREAS ADJACENT OR IN OWN CENTERS STOP DOCTOR TSIANG APPEALING CHINESE EMBASSY WASHINGTON APPROACH STATE DEPARTMENT EXPEDITE PASSPORTS ET TRAVEL", does not mean what it said. To ask the home Mission Boards to send out doctors and nurses anyway, but knowing that it will be on the old basis and according to the financial ability of the Mission as formerly.

3- It was resolved to try to work out a cooperative plan for a Central Buying Agency for the benefit of all Mission Hospitals; and to try to standardize types of hospital equipment; and to promote a unified transportation agency.

4- To reestablish a School of Technology for the training of technicians for Mission hospitals as soon as possible.

5- To recommend to the Boards having Mission hospitals in China that they plan to cooperate in maintaining some agency, such as the present International Relief Committee, on a long term basis, with a long time program, and a full time staff. That this agency should coordinate supplies, and be liaison agent between Mission hospitals and Government or UNRRA-CNRRA!

My greatest problem,--and not only mine but UNRRA-CNRRA's as well,-- is transportation. I have now solved this by buying a big Army truck (known as a Studebaker 6 x 6 because it is a six-wheel drive). I wrote a sight draft on the Corpron Fund for \$3200.00. I have written to the Dr. Brown in the Hollywood-Beverly Church asking if she can take on the truck project and replace that amount in the Corpron Fund. We must keep up that Corpron Fund as a revolving fund. We can't possible operate a hospital in China now without this kind of a safety valve.

Please inform Mr. Hannah at Ross-Lynch of this purchase and to cancell our order for the $\frac{1}{4}$ ton truck, if you haven't already done so. I got this $2\frac{1}{2}$ ton truck for the same money as it would take to buy that $\frac{1}{4}$ ton truck and transport it to China; and now I've got something. I am now figuring how to get it to Wuhu. It is easy from there--for the roads are open from Wuhu to Hofei. Miss Ling came down to Shanghai last week and came by bus from Hofei to Wuhu; another bus from Wuhu to Nanking; and then on to Shanghai by train. I am hoping that the American Navy will transport my truck and goods to Wuhu by their LTS river transport system. If they won't do so I may attempt to drive it all of the way. I have an experienced mechanic and driver of the British Red Cross, who has driven trucks from Capetown to Cairo, who would like to drive me to Hofei. The roads are all chuckholes much of the way between Shanghai and Nanking making progress under 8 miles per hour, and some figuring to get across many bridges. So if no other way opens up we may try that.

Wenona arrived last Tuesday evening, and I have been using most of my time since then getting her thru customs and helping her with doing the things necessary upon arrival. Her radio is still being held up because of a strike in the customs house employees. I'll have to get it out for her after she has gone on to Nanking. She is going to Nanking to stay with Edna and Margaret day after tomorrow, to wait until I get my problems all ironed out and get to Wuhu, where she will meet me and go on by truck with me from there. Jas. McCallum is also planning on going on to Hofei with us for his evangelistic work. We will carry 3-inch planks along with us to lay over the weak bridges to equalize our load and prevent our breaking thru. The truck itself weighs $4\frac{1}{2}$ tons, and will take a load from $2\frac{1}{2}$ to 5 tons.

Miss Ling came down to Shanghai with a letter from Lyrel in 48 hours after my first letter to Lyrel had taken eight days. The telegraph is the slowest means of communication, the mail next, and special messenger the fastest. While in Shanghai "Miss" Ling learned of the death of her son in service from malaria. She is now trying to work her way down to the place where he died, near Hangchow, Chekiang, to try to locate where he was buried, and particulars of his last illness. I was fine that Wenona, her old teacher, was here to comfort her in her sorrow.

I still am of the opinion that it would be good for young Doug to come out and learn to drive this big truck for me. It sure is a powerful brute. He would have the time of his life out of the experience. After I sell my Oldsmobile I may buy a jeep. They sell for around US\$500.00. I could buy twenty for what I am expecting to get out of Ollie, if it is not banged up in transit. I should be getting it out of customs in the next two days.

Mr. L.K.Shaw, the Civil Aeronautics man was in town today and came out to visit me. He thinks I can get a pilot's licence here. None have been issued to civilians yet. I may obtain No. 1. He brought his old mother along for me to prescribe for her sinusitis and high blood pressure. I am to have dinner with him while in Nanking.

I also received a letter from Mr. H.K.Fu, of the Agriculture Ministry this week. He is at Nanking and I hope to see him there.

Luther Shao is in town. He had supper here with Wenona and I and we are planning on going to Nanking on the Victory Express Thursday morning so we can talk things over enroute. If I haven't finished my business by then I'll return on the following Monday by air(US\$6.00) to finish it up. They are planning on a Mission meeting when we all get together. There will be Lawrence, Gish, McCallum, Bates, Wilkinson, two Ploppers, Corpron, perhaps Tremaine and Teagarten, and the Chinese leaders like Shao, Ging, Anna Chen, etc.

Mon., May 20th

Your letter mailed May 6th arrived today and Lyman met me at the car line and delivered it to me and I read it on the way down town. We both take the #1 French-town tram car down Ave Joffre to town. I think this has been the best time for mail to come thru; just 14 days. Soon it will be only a week or less. I also received your cablegram about the truck today and answered it at once.

Before answering the questions in this last letter I'll give you the very good news that the US Navy has promised to carry me, my big truck, and freight and baggage up to Wuhu on their next LTS river transport. This is a free service. That may be next week some time. So now I can plan to make things come out even and aim at something definite.

To answer your four numbered questions:-

1- Yes I paid mother the \$40.00 for the incinerator and have her receipt for the same. I gave her cash, and she wrote the receipt sitting at her kitchen table.
2- The \$40.05 to Craven, Dargan and Co. was for car Marine Insurance. It covered everything every which way. The broker here said it was better coverage than usual and covers damage and pilfering until the car is delivered to me at Lew Carson's garage. And it will be worth every cent of it in this theaving city. I haven't gotten the car thru customs yet, but hope to have it in a few days. Then I start selling it.

3- Yes I have put the Seattle Consul's \$30.00 visa fee on my expense account.

4- I figure that \$8.30 of the \$13.99 telegram bill is for my travel account and have put it on as such. the difference is on your personal account. The Clarkson phone call should not have been charged to us because they didn't get it through. But perhaps that is for the telegram we sent then to Grace Young.

I think you handled the refrigerator business just right. Now use the new one and bring it along as excess baggage. Freight takes so long and is more fag going thru customs. Declare 40% less than ~~what~~ than what you paid for it as you are permitted to give the wholesale price as declared value.

Bring all the radios (old ones) you wish in with you. No more fag getting one thru customs and radio permit than two or three. Wenona had two and got one Huchio for both. But make a written note of the make of each and the number of tubes in each, for you have to declare that without being able to see your radio till afterwards. Declare them as viz: 1 RADIO RECEIVER * PHILCO * 5 TUBES (old) Value US\$20.00 etc." If you bring groceries you must pay 35% duty. I don't know what is yet to happen to our canned Jam and fruit, for it is still to arrive. Since the refrigerator is for hospital use we can get a three months customs deferrment and try for a customs waiver.

In a previous letter I said "Hold up further shipments of seeds." I think it is O.K. to send them on. They are to be admitted duty free. Searle Bates got that thru for us.

The Friends Ambulance Corps. is getting so short handed for staff that they refuse to take on any more shipments. So have Fairchilds send future Bills of Lading to the China Travel Service, Szechuen Road, Shanghai from now on, with instructions to contact me at Hofei for orders as to how to ship it to me. They have agreed to handle it for a fee.

Today I bought some surplus food thru the C.I.M. store room. 2 cases of Army butter (a mixture of butter and mild cheese to give it body in tropical weather) of 39 lbs. each at US\$23.00 each. Some canned, bacon, canned ham and eggs, canned pork and egg yolk, packaged tea wafers, etc. There will be more and more of this released as time goes on. I have ordered one case of hand soap (at 3½ cents us per cake), and ten cases of laundry soap. It is not on hand now but may be at any time. Bring any granulated sugar you can get your hands on along; but forget salt, it is contraband.

The other day I met John Minter of Soochow. He is still out alone. His wife Elizabeth is to come out later.

I am proud of our "Superior" kids in the musical world. Give them all a hug for me. I'll be glad to see you all when you arrive, but it is best that I came out first and straightened out a few wrinkles first. By the time you arrive the roads may be possible all the way through and I can come down to Shanghai for you in our own big truck. The trip won't be too bad in eash stages. Or you ~~add the girls~~ can go by train to Nanking and DOC and I drive the truck thru and pick you up there.

Love to you all,

Dad
D.S. Corpron

院醫督基肥合
LUCHOWFU CHRISTIAN HOSPITAL
HOFEI ANHWEI CHINA

Enroute to Hankung,
May 23, 1946.

Dear Grace, Wenona, Luther Shao, and I have reserved, second class seats in the new 7 AM. "Victory Express". We are going to a mission meeting. Wenona will stay on while I return to Shanghai for our baggage. It is rumored that they have it all planned to steal Wenona from us for Hankung. I plan on fighting it as hard as I can. But, of course, she will meekly bow to the will of the group; altho she will be greatly disappointed if she doesn't get to Hsifu. Just last night I saw in the paper that the "Songzaga" was anchoring off Woosung. I sure hope the bills of lading arrive soon. I hope they realize the great importance of immediately sending them by air to the friends ambulance unit to now + from now on to the China Travel Service, 420 Freshwater Road, Shanghai. These ships have to unload so hurriedly these days because of shortages of wharfage that if you don't have the bill of lading in hand at once your stuff is left on the wharf & it is rifled by wharf coolies & much of it lost. Also so often these days the ships come so fast - even faster than air mail letters - that the bill of lading must be sent even before the ship sails to get here in time. The "Songzaga" came across in 12 days - an air mail letter comes in from 16 to 20 days. Please keep holler- ing to Grace about this to have him keep telling the shipping agent in Seattle to hurry the bills to us. The China Travel Service, I am trying to write on the train, but I must tell you of some of the things I am seeing as we pass them, & they are fresh in my mind. It is a bright sunny day and the countryside is green and beautiful. I am reminded of that first trip we took in 1923. The spring wheat is being harvested and many rice paddies are newly sown.

I just discovered that Dr. Shao had his typewriter here and have borrowed it so that you can better read what I have to say. He says to give you his regards. A grand chap!!

We just passed Soochow. It looks a bit run down at the heels, but still the pagodas are standing. We passed by the Grand Canal here and it was so good to see the sailboats booming along in the wind. They do a lot of small time irrigation in this region, using waterbuffaloes to turn their waterwheels. From the train window you can see from five to a dozen working from most any point. The farm houses have been repaired and already you'd never know that there had been a war here. The landscape is as usual dotted by grave mounds. Recent rains have filled the canals and ponds. All in all it is the same old China we love.

I say to myself a dozen times a day. "This is the life for me. I never will go back to private practice in America again." We have just spent too many years with this kind of a routine to be too happy with ~~another~~ another way of living. That probably is the low down of my feeling. I like the having something to look forward to all of the time. In Yakima it was too much routine (save for the flying) to suit me. If I had only the same grinding routine to look forward to all of the time I'd give up soon.

Now we are passing by mulberry trees. So they are probably raising silk worms here. Every village seems to have a good crop of babies; so there will be plenty of work for you when you get here.

May 27

Back in Shanghai again. We had nine missionaries at our Shanghai meeting, & Lyel & Stella were absent. We have the largest returned group of any in this area so far.

We are to work without trying to spend too much on repairs & building for a few years. Labor is so high & materials so impossible that the political situation so precarious that we should be exceptionally careful.

Wenona is to go to Hofer this year & study the school situation. She is going on to Hofer with Mac tomorrow, via Pengpu, because my freight is so slow here, & because the Navy is not yet ready to transport my truck up to Wulum or Yü Chikō. It's getting mighty hot rapidly, so I hope to get this transportation over with soon. It's going to be a big job getting all that stuff from here to Hofer.

The "Gonzaga Victory" is still underdressed off Woosung (5 days already). No bill of lading has shown up yet. Hope it arrives before the ship comes up the Whampoa River. That is the

院醫督基肥合
LUCHOWFU CHRISTIAN HOSPITAL
HOFEI ANHWEI CHINA

weak place in our shipping routine, the slowness of the Seattle man in getting the bills of lading on their way.

Every time you know of a shipment + the name of the ship please wire the name + date of sailing to the China Travel Service, Suzhou Road, so they can watch for the ship even if the bill of lading is late they may know the goods have arrived + can inquire about it.

Sample: - "China Travel Service, Shanghai. Ten pieces of freight for Dr. Corfer, Ho-fei, Anhwei, Sealed from Seattle June sixth on Marine Falcon."

Grace Corfer. It costs you US \$2.59 for a 25-word night letter. It costs me US \$8.00 for the same here.

I got your cable about the Chevrolet Truck. He might get an export permit. But no Import permit can be obtained here. Anyway I have already bought a better truck here for the same money. I hope

my reply cable got there Q.R. + was understood.

At the Nanking meeting I learned of the present missionary salary arrangements. Men, away from their families are paid a basic salary out here of U.S. \$8800 (the same as single women) plus an increase according to the price index for that month. That means $\$80 \times 2300 \text{ CNY} \times 160 (\text{index})$. They are getting about CNY \$250,000 per month or about U.S. \$12500. The rule for figuring Chinese dollars to U.S. dollars is about this - drop 3 zeros & divide by 2. $\left(\frac{250,000}{2} \right)$ So U.S. \$80 will be subtracted from your total salary & allowance each month you will get all until I arrive in Wofi, for until then I am on travel expense account. So your disbursement should come in June.

Civilian aviation in China has only been conceived and is in about the third month of pregnancy. It hasn't been born yet. No regulations yet, no private hangars, no civilian flying schools, not even one registered civilian pilot, not even a form

Hofei, Anhwei, China, May 29th, 1946.

Mr. Fred Schweitzer,
Schweitzer Aircraft,
Yakima, Wash, USA.

Dear Fred,

I have been in China a month and a day now and am still stalled in Shanghai. I have been all this time contacting Relief organizations, collecting equipment together, and trying to solve my transportation problem from here to Hofei for the stuff in hand and what is to come from now on.

The UNRRA-CNRRA relief projects are bogged down also on account of lack of transportation. Everything was open when the Japs were driven out. Then the Communists tore everything up; so there isn't even highway transportation between Shanghai, the leading port city, and Nanking, the national capital. Trains are running there however.

So I have purchased ^{an} Army surplus truck, a big Studebaker 6 x 6 2½ ton baby. I am now waiting for the Navy to carry me and truck up the Yangtze River to Wuhu, where I can proceed on my own power for the remaining 120 miles to Hofei.

I went up to Nanking by train last week and there contacted the Chief of the Civ. Aeronautics Div. of the Dept. of transportation. He is just a kid and doesn't know straight up about Civil Aeronautics. There Ain't no such animal as Civil Aviation. I made application for a pilot's certificate, and he had to copy my certificate, rating, and medical certificate to get a sample of a form to have printed for issuing the first certificate. Maybe I'll get No. One. No one has ever applied before. No Air School, no Civilian air strip, no regulations for caring for a civilian flyer or landing such a plane except by special permit before each flight. So maybe I started something by applying for a certificate. You might say that Civilian flying is only conceived and hasn't been born yet.

I have heard of a Stinson that is available in Chungking for US\$1000.00. I have been trying to get information as to its condition and availability. It had been one of two owned by Yale-in-China Medical College, and was flown by a young doctor until he cracked up in one of them by hitting a mountain on a stormy day last year. But even if I can get this one I'm going to be sure that regulations have been passed making it possible for a civilian to fly before I shell out even the US\$1000.00.

I'm getting rather restless to get up in a puddle-jumper again, but it looks like it will be more than a year before I get to. Give my regards to Cliff and Helen.

Sincerely yours,

D. S. Corpron
D. S. Corpron

Christian Hospital, Hofei, Anhwei, China.

May 29, 1946.

(But still in Shanghai preparing for the invasion of Hofei with tons of equipment.)

Mr. Albert Ausve,
Central Aircraft,
P.O.Box 1364,
Yakima, Wash., USA.

Dear Mr. Ausve,

It looks as if my flying would have to be postponed for some months, perhaps a year. Civilian Aviation hasn't been born yet in China. It has only been conceived about five months; so you might say it is in the fifth month of pregnancy.

I have just returned from Nanking, where I went for a three day visit for a mission meeting and to interview Mr. L.K.Shaw (Shaw Li-Kuen), the Chief of the Civil Aeronautics Division, of the Department of Navigation, of the Ministry of Communications; my young friend of the "Pres. Pierce" trip in 1941.

Absolutely nothing has been done to date about Civilian flying except to set aside 8 desk men to be the Division of Civil Aeronautics. I made application for a pilot's certificate. I am the first civilian, foreign or Chinese, who has made such an application. ~~If~~ The likelihood of any private citizen requesting a certificate to fly seems to have never been thought of; and therefore there was no kind of a printed form for Certificate, Rating, or Medical certificate. So I favored them by making a typewritten copy of mine for samples. I am to be issued Certificate No. ONE for China. The young "Chief" was pleased to receive my application, for with this in hand he can make some requests to aviation authorities for more scope to develop civilian flying. Who knows, I may yet become official civilian advisor. Anyway I know that the young "Chief" needs a whole of a lot of help and information concerning regulations, forms, plans for initiating a civilian air school (not one in China), regulations about instructors, rights and privileges of civilian pilots, instructors, schools, etc. in the USA. I want to ask you if you won't help me and him by sending him all kinds of material you think useful to him. You should say that I have asked you to do this for me, and that I think he might be interested in seeing what the American system is like. It is possible that something financially of value might sooner or later come of this.

At present all airports and air strips are in the hands of the military, and a special permission would have to be obtained to land on any of them before each flight. There is no service for civilian planes yet, there being no civilian planes either. So you see what a long way we have to go yet before civilian flying will become practical in China. But I want to push, and push, every chance I can to help it along,--a missionary as it were in the field of civilian aviation as in medical missions.

I am in touch with Yale-in-China Medical College about a Stinson they have on their hands. One of their young doctors did some flying last year out in West (Free) China. He bought two planes from the US Army and brought them in from Calcutta, India. He went out in stormy weather once and cracked up on the side of a mountain. This leaves the other plane on the hands of the College. If it is in good usable condition they will sell it for US\$1000.00. If not in good condition for less. I am trying to find out the condition of the plane, which is still in Chungking, West China. I could have it brought down river on a boat if I buy it.

I think we must hold shipment on the "Aercoque" for some time. Things are too uncertain and undeveloped out here yet. But, boy, could I use it to good advantage at this time. Transportation is a nightmare. I am trying to solve it for my hospital

by purchasing a big 6 x 6 Studebaker Army 2 $\frac{1}{2}$ ton truck and a jeep. I have the truck but can't drive it thru from Shanghai, the chief port city of China, to Nanking, the national Capital. Bridges have been torn up by Communists forces and have not been repaired yet. So I have been trying to figure how to get my truck beyond these bridges. It seems I have this solved now; for I put up a good enough hard luck story to persuade the US Navy to take me, my truck, and a truck-load of hospital equipment up the Yangtze River on one of their LSTs on it's next trip. And that is what I am waiting for now. I have about four truck-loads of equipment. The rest I'll send by train to within 100 miles of my city of Hefei; and will go after it when it gets there. How I'd like to be able to fly to Hefei today and see how things are going. I have been in China a month and a day now, but have been in Shanghai all this time, except for the few days in Nanking, getting ready to go to Hefei with enough equipment to start medical and surgical work. Again, when I get there, how I'd like to have a small plane to run down to Shanghai from time to time to see if more of my equipment has arrived from America. It takes a wire 10 days to go to Hefei from here; it takes a letter 8 days; and it takes a special messenger two and a half days. So if you are thinking of sending a wire,--just send a letter; and if you are about to send a letter, better go yourself and get there and back before the wire or the letter could make it one way. And it's only 250 miles airline between Hefei and Shanghai, with Nanking right on the line of flight, about 160 miles west of Shanghai. Some day I'm going to do it and I hope it will be soon.

Sincerely yours,

D.S. Corpron.

275 Rue Culty , Shanghai, China, May 29th, 1946.

Dr. Orval D. Peterson,
First Christian Church,
Yakima, Wash., USA.

Dear Doc,

Here's my first "Hello" from China, the first of many. I've been in China a month and a day and still haven't seen Hofei. I've a big nut to crack here in Shanghai and I have my squared jaw set to crack it before I move on to Hofei. This is no time to assert my normal American restlessness and let slow-moving or mental ways get me down.

I am going into the Communist infested interior of poor old war-torn, starving, sick, discouraged, un-Christian China. If I am to be honest with you I must admit that I am nervous about the prospect of the trip. But I have faced similar "invasions" in years past, I have gone on to Hofei with a prayer in my heart, and on no occasion have I met real danger from bandits. I visited the US Army Intelligence head, and he said "I advise you not to go into the Hofei area, at least not with a lot of valuable equipment, unless you want to contribute it to one or the other of the two warring factions. Don't you know there is a war going on between Pengpu and Hofei." Then another advisor just down from Wuhu says, "Don't try to go in by way of Wuhu for there are many bandits on the road." Those are the only two ways in to Hofei. Then Miss Ling, my superintendant of Nurses comes down to Shanghai via the Wuhu route and informs me that that way is peaceful and the only danger is from the dangerous condition of the worn out bus she had to ride on. Another report from Miss Teggarden comes from Hofei to the effect that the road is open between Pengpu and Hofei and no known bandit danger is reported and no battle that they know anything about. So I go ahead and plan my campaign of transportation.

This is the present plan:- As there are no roads between Shanghai, the most important port of China, and Nanking, the Capital of China, that have yet been put into repair so that a truck can go from Shanghai to Nanking I have to find other means of transportation. First I bought a 2½ ton Army truck to transport my hospital supplies from either Wuhu or Pengpu to Hofei. I persuaded the US Navy to assist me by transporting my truck, myself, and one truckload of hospital supplies and personal baggage from Shanghai to Wuhu on one of their LST flat-bottomed boats on its next trip up the Yangtze River. I hope they will pull up to the bank opposite to Wuhu to unload me, for then I can go on my own power on the 120 miles to Hofei. Many of the bridges will be too weak to carry my heavy 4½ tons of truck and its cargo, or even the truck empty, so I'll have to carry two 3 inch planks along to lay across the weak places, have two coolies aboard to unload, carry across, and reload all of the stuff each time.

Now I can't begin to take all of the things I have on one trip; with the many things that Frank Fairchild and Horace Tapp got onto the last steamer and now in port here, I may have four or five truck loads of equipment and relief stuff. What I can't get onto one truck load I am planning on sending by train from Shanghai thru Nanking to Pengpu, Anhwei, which is about 100 miles north of Hofei. The station master in Pengpu is a former Hofei boy that was trained in Dr. Goulter's Rural School. I am going to ask him to keep an eye on my things till I can come for them with the truck. It looks like I would have to be a truck driver for the summer and leave the medical work mostly to Dr. Kung and the rest of the Chinese staff. Well, they will be happy to have something to work with for a change. I hope I can get things set up so that I can do regular surgical work by late summer. Until then we will have to limit ourselves to only emergency surgery and medical work that my Chinese staff can do by themselves. How I do wish that Young Doug was here now to run this big brute of a truck for me and free me to set things up and do what a proper doctor is supposed to do.

I worked for my first two weeks here trying to line up some UNRRA-CNRRA supplies for my area. But I found them too involved with their gigantic organizational set-up and its red tape and innumerable surveys to be able to use a small relief organization that has been waiting for six months to be of use and has had previous experience in relief work in their own area, an area still untouched with actual food, clothing, or medicine help but only surveyed to death. I hope that UNRRA-CNRRA really get going in the outlying rural needy regions soon, before it is too late. I am going to withhold my final judgement of them and their program for a while yet and offer to help in their program in my area, even become a little pesteriferous if need be in it. But in the meantime I have lined up some actual drugs and supplies from some relief organizations that are headed up by missionaries, who have had previous experience in rushing relief aid to the rural needy; I have bought other things they were unable to supply, and I am ready to go in to Hofei now to meet the summer tropical diseases just about to break out. There is an enormous cholera epidemic just starting. I don't dare wait on Promised UNRRA aid.

So now I am awaiting word from the Navy as to when they will transport me to Wuhu. Whenever the bridges are repaired between here and Nanking I will be able to drive the 400 miles via Wuhu and Nanking to Shanghai, with a ferry of the Yangtze River at Wuhu and will be independant of other uncertain means of transportation. Transportation is China's greatest need. Lack of transportation is holding up relief measures more than any thing else.

Things are so expensive out here that they cost an average of seven times more in US money than in America. Chinese grown products cost more than in America. Labor, which used to be so ridiculously cheap, now costs many times more than in America, and it is so ridiculously inefficient as compared with American labor. Unless something radical is done about it China will not be able to have any trade with the rest of the world. It now costs more to unload a steamer than to transport its cargo from the foreign port; so that some steamers, finding this out in unloading, go off home empty, not daring to load with labor-made expensive products or pay for the handling here.

I hope to be back in Hofei before I write to you again. I'll be needing your prayers and good wishes, always. We are all doing our best in the best way we know how to bring Him to these who need Him so much. So let's together "work and Pray".

Sincerely yours,

Doug Corpron

*Ignore the envelop return address.
It saves me postage. Do not use
it in sending mail to me.*